

7.0 Alternatives to the Proposed Project

7.0 ALTERNATIVES TO THE PROPOSED PROJECT

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is . . . to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in the *CEQA Guidelines* as follows:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.¹

The *CEQA Guidelines* emphasize that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."² The *CEQA Guidelines* further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.³

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. *CEQA Guidelines* Section 15126.6(f)(1) states that:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability) economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. . .

Beyond these factors, *CEQA Guidelines* require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.⁴ In addition, *CEQA Guidelines* Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The following are the project's goals and objectives, which were developed by the project Applicant, in consultation with the City of Seal Beach:

¹ *CEQA Guidelines* Section 15126.6(a).

² *CEQA Guidelines* Section 15126.6(b).

³ *CEQA Guidelines* Section 15126.6(f).

⁴ *CEQA Guidelines* Section 15126.6(e)(2).

- To create a high-quality residential project that preserves the public views of the water;
- To design and build a residential neighborhood that extends the existing urban form of the Old Town Neighborhood by replicating street layout, lot patterns, and building form;
- To enhance the open space and recreational opportunities for the residents of Seal Beach;
- To preserve public access to the beach through continued use of the San Gabriel River Bike Trail and 1st Street Beach Parking Lot; and
- To incorporate sustainable design and construction practices to the greatest degree practical.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. The proposed project would result in significant and unavoidable long-term Aesthetics/Light and Glare impacts involving visual character and light/glare from vehicle headlights.

Potential environmental impacts associated with the following alternatives are compared to impacts from the proposed project:

- Alternative 1.1 - "No Project/No Build" Alternative;
- Alternative 1.2 - "No Project/1996 Department of Water and Power Specific Plan" Alternative; and
- Alternative 2 – Modified Layout Alternative.

Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issue area, as examined in Sections 5.1 through 5.13 of this EIR. In this manner, each alternative can be compared to the proposed project on an issue-by-issue basis. Table 7-4, Comparison of Alternatives, which is included at the end of this Section, provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the proposed project. This Section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Among the factors used to eliminate alternatives from detailed consideration are: failure to meet most of the basic project objectives; infeasibility; or inability to avoid significant environmental impacts. Section 7.3, Environmentally Superior Alternative, references the "environmentally superior" alternative, as required by the *CEQA Guidelines*.

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. One alternative that has been considered and rejected as infeasible is summarized as follows:

- One alternative that has been considered and rejected as infeasible is the Alternative Location Alternative. As discussed in more detail below, the project site is available for development because the project proponents own the land on which the project is proposed. The project applicant has thus proposed the project because the land is already in its ownership and development of the site would enhance its value and achieve the project's goals and objectives. With this understanding, it is apparent that the applicant would not attempt to acquire another property on which to develop a project of similar size and scale to that proposed on the project site. Developing a project on any available property is not an objective of the applicant, while developing the proposed project on the project site is, as it would enhance the value of an existing asset. Therefore, alternative locations not already owned by the project applicant are not evaluated in this EIR due to the current ownership of and asset in the property, and associated costs and constraints involved with acquisition that would impede timely and successful completion of the proposed project. Furthermore, it is an objective of the proposed project, and a key aspect of its design, to reflect and provide amenities that compliment and capitalize on the site's adjacency to the San Gabriel River Bike Trail, 1st Street Beach Parking Lot (RESA), and the Pacific Ocean there are no known sites of sufficient size with such adjacency available to accommodate such development. Finally, development of the proposed project at an alternative location would be likely to result in similar impacts for most issues, and particularly for key issues such as aesthetics, traffic, air quality, and noise.

7.1 "NO PROJECT" ALTERNATIVE

In accordance with the *CEQA Guidelines*, "the no project analysis shall discuss the existing conditions ..., as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."⁵ The *CEQA Guidelines* continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."⁶ The "No Project/No Build" Alternative (Alternative 1.1) includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation was published on June 7, 2011. The "No Project/1996 DWP Specific Plan" Alternative (Alternative 1.2), which is the reasonably foreseeable development alternative, includes a discussion and analysis of what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on the property's current entitlement, which is the DWP Specific Plan that was adopted in 1996. The No Project scenarios are described and analyzed in order to enable the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

⁵ *CEQA Guidelines Section 15126.6(e)(2)*.

⁶ *CEQA Guidelines Section 15126.6(e)(3)(B)*.

7.1.1 “NO PROJECT/NO BUILD” ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The project site encompasses the 10.7-acre property, which is known as the Department of Water and Power (DWP) Specific Plan Area (SPA) and 0.3 acre involving adjacent properties. The DWP SPA consists predominantly of undeveloped, disturbed non-native grassland. The sewer parcel is improved with landscaping and a sidewalk, the driveway parcel is a paved driveway that provides access to the public parking lot (i.e., the River’s End Staging Area [RESA] and public beach [Seal Beach] located to the south). The western portion of the DWP SPA (bike trail/river parcel) includes a segment of the San Gabriel River Trail and extends into the San Gabriel River. The project also involves three adjacent properties: two parcels, which are a part of the California Everglades commercial establishment, and contain one occupied single-family dwelling and a boat parking area, and one parcel, which is part of the current 1st Street right-of-way (ROW) and contains roadway pavement, curb/gutter, sidewalk, and ornamental landscaping. Exhibit 3-4, *Area Layout*, illustrates the various project areas.

The No Project/No Build Alternative would retain the project site in its current condition. With this Alternative, the DWP SPA would remain vacant and unimproved. The landscaping and sidewalk on the sewer parcel would be retained. The single-family dwelling and boat parking area on the California Everglades property, and the 1st Street ROW would not be demolished or removed, rather would remain as they exist. Under this Alternative, the driveway parcel would continue to provide access to the RESA and public beach, and the bike trail/river parcel would continue to be used for regional recreational and drainage purposes, as with the proposed project.

Under the No Project/No Build Alternative, the DWP Specific Plan boundaries and land use categories would not be amended. The SPA boundaries would not be modified to include the California Everglades parcel and the 1st Street ROW parcel, or to exclude the small triangular parcel (Area 7). The California Everglades parcel would not be dedicated to the City for public ROW use. None of the proposed amendments to the *Seal Beach General Plan* (General Plan), Redevelopment Plan for the Riverfront Redevelopment Project, or Official Zoning Map/Zoning Code would be implemented. The sewer and park/open space parcels would not be utilized for open space/passive park uses. None of the improvements proposed as part of Tentative Tract Map No. 17425 would be constructed. The northern portion of the property would not be subdivided into 48 single-family lots. A new network of public local streets and alleys, and the proposed drainage and water quality improvements would not be constructed. Additionally, the proposed hardscape (i.e., sidewalks and entrance driveways) and landscape improvements would not be installed.

The following discussion evaluates the potential environmental impacts associated with the No Project/No Build Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

Under the No Project/No Build Alternative, no development would occur within the Coastal Zone; therefore, no Coastal Development Permit from the California Coastal Commission is proposed under this Alternative.

With the No Project/No Build Alternative, the DWP Specific Plan boundaries and land use categories would not be amended. Therefore, the project's proposed amendments to the General Plan Land Use Element and Open Space/Recreation and Conservation Element, the Redevelopment Plan for the Riverfront Redevelopment Project, and the Official Zoning Map and Zoning Code, would not be implemented. Additionally, proposed Tentative Tract Map No. 17425 would not be implemented. The land use approvals and permits are further discussed below.

Seal Beach General Plan

Land Use Element. The project proposes a Land Use Element (Figure 6) Amendment, changing the site's land use designations, as outlined in Table 5.1-8, *Comparison of Existing and Proposed Land Use Designations*. No Land Use Element Amendment is proposed under the No Project/No Build Alternative; therefore, the following changes to the site's land use designations would not occur:

- 4.2 acres from Open Space to High Density Residential;
- 0.05 acre from Open Space to General Commercial;
- 1.2 acres from No Designation to Open Space; and
- 0.3 acre from No Designation to High Density Residential.

The adopted DWP Specific Plan designates Area 4 and Area 5 [0.11-acre part] as Open Space, and Area 5 (4.1-acre part] as Visitor-Serving. According to General Plan Figure 6, Area 4 and Area 5 [0.11-acre part] are not designated, and Area 5 (4.1-acre part] is designated Open Space. Given these existing conflicts, the No Project/No Build Alternative requires a Land Use Element (Figure 6) Amendment, changing the land use designations on Area 4 and 5 (in part) (1.3 acres) from No Designation to Open Space, and on Area 5 (4.1 acre part) from Open Space to General Commercial. Approval of a Land Use Element Amendment by the City would result in this Alternative's compliance with the intended principal uses for the Open Space and General Commercial land use designations.

Circulation Element. As with the proposed project, the No Project/No Build Alternative would be consistent with the Circulation Element.

Open Space/Recreation and Conservation Element. The project proposes an Open Space/Recreation and Conservation Element (Figure OS-1) Amendment, designating Areas 1, 2, and 3 as Park/Open Space. No Open Space/Recreation and Conservation Element Amendment is proposed under the No Project/No Build Alternative, since no park/open space is proposed. The bike trail/river parcel would remain designated Greenbelt, as with the proposed project.

The adopted DWP Specific Plan designates Areas 1, 2, and 3 as Open Space. According to General Plan Figure OS-1, these areas are not designated Park/Open Space. Given this existing conflict, the No Project/No Build Alternative requires an Open Space/Recreation and Conservation Element (Figure OS-1) Amendment, designating Areas 1, 2, and 3 as Park/Open Space. Approval of an Open Space/Recreation and Conservation Element Amendment by the City would result in this Alternative's compliance with this Element.

Seal Beach Municipal Code

Title 10, Subdivisions. Tentative Tract Map No. 17425, which proposes subdivision of the northern portion of the project site into 48 residential lots, is not proposed under the No Project/No Build Alternative. Additionally, under this Alternative, the project's proposed lot-line adjustments involving Areas 6 and 7 would not occur. Area 6 would not be joined with the California Everglades property located to the north, and Area 7 would not be joined with the proposed Specific Plan Area.

Title 11, Zoning. The project proposes an amendment to the Official Zoning Map, changing the site's zoning districts, as outlined in Table 5.1-10, Comparison of Existing and Proposed Zoning Districts. There would be no zoning changes under the No Project/No Build Alternative

Proposed Specific Plan Amendment

The proposed Specific Plan Amendment would change the Specific Plan's boundaries and land use categories, as outlined in Table 5.1-12, Comparison of Existing and Proposed DWP Specific Plans. No Specific Plan Amendment is proposed under the No Project/No Build Alternative.

Redevelopment Plan for the Riverfront Redevelopment Project

The project proposes a Redevelopment Plan Amendment, in order to allow residential uses instead of commercial uses in the northerly portion of the project site. No Redevelopment Plan Amendment is proposed under the No Project/No Build Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding land use and relevant planning.

Aesthetics/Light and Glare

The existing visual character of the project site is illustrated on the following exhibits: Exhibit 5.2-2, Key View 1 - Existing Conditions; Exhibit 5.2-3, Existing On-Site Conditions; and Exhibit 5.2-5, Key Views 2 and 3 - Existing Conditions. The short-term visual impacts associated with grading and construction activities that would occur with the proposed project would not occur with the No Project/No Build Alternative. Therefore, the project's construction-related impacts to the visual character/quality of the project site and its surroundings would be avoided.

The project site's long-term visual character would be altered with the proposed project, because the predominantly vacant and unimproved land would be replaced with new development. The northern portion of the property would be subdivided and developed with single-family dwellings, and the southern portion would be developed with park/open space uses. The project's long-term

impacts to the neighborhood's visual character/quality due to side yards fronting onto 1st Street/Marina Drive, and front-loaded garages along proposed 'A' Street, are concluded to be significant and unavoidable. The long-term visual character of the project site would not be altered with the No Project/No Build Alternative, because no new development would occur and the project site would remain vacant and unimproved. Therefore, the project's significant and unavoidable impact to the neighborhood's visual character/quality would be avoided with the No Project/No Build Alternative.

With the exception of lighting associated with the single-family dwelling on the California Everglades property, no light or glare is currently generated within the project boundaries. The proposed project would introduce new light sources including light from building interiors, building exteriors (i.e., illumination, security, and landscaping), and streetlights. The project's long-term (operational) light/glare impacts as a result of these new light sources are concluded to be less than significant (with mitigation incorporated). With the No Project/No Build Alternative, no new light sources would be introduced and the project site's existing lighting levels would remain unchanged. Therefore, the project's less than significant long-term impacts associated with light/glare from new light sources including light from building interiors and exteriors, and streetlights, would be avoided with the No Project/No Build Alternative.

The proposed project would introduce new lighting associated with vehicle headlights entering and exiting the site. The project's long-term (operational) light/glare impact as a result of vehicle headlights is concluded to be significant and unavoidable. With the No Project/No Build Alternative, no new vehicle headlights would be introduced. Therefore, the project's significant and unavoidable long-term impacts involving light/glare from vehicle headlights would be avoided with the No Project/No Build Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding aesthetics/light and glare, given it would avoid the project's short-term construction-related impacts to visual character, and the long-term significant and unavoidable impacts involving visual character and light/glare from vehicle headlights.

Biological Resources

Project implementation would result in less than significant impacts due to removal of approximately 9.0 acres of non-native grasslands. Additionally, project implementation would result in less than significant impacts to special status wildlife species, and less than significant impacts with mitigation incorporated to migratory birds. Under the No Project/No Build Alternative, no construction activities would occur, and the project site would remain in its current condition undergoing periodic disking activities. Therefore, although less than significant, the project's impacts to non-native grasslands, special status wildlife species, and migratory birds would be avoided. As with the proposed project, no impact to special status plant species, sensitive vegetation communities, wetlands, jurisdictional waters, or wildlife movement corridors would occur with this Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding biological resources, given it would result in no impacts to non-native grasslands, special status wildlife species, or migratory birds.

Cultural Resources

One cultural resource, a 1954 single-family dwelling, is located on the project site. Project implementation would require demolition of this structure, which is concluded to be a less than significant impact. Under the No Project/No Build Alternative, there would be no potential for impacts to historical resources, since the existing dwelling would not be demolished. Comparatively, less than significant potential impacts to historical resources would occur with the proposed project, while no impacts would occur with this Alternative.

The project site is determined to have archaeological and paleontological resource sensitivity. Therefore, the potential exists for as yet undiscovered archaeological and paleontological resources to be present on the project site. With the No Project/No Build Alternative, there would be no potential for impacts to archaeological/paleontological resources, given no ground-disturbing activities would occur. Comparatively, less than significant potential impacts (with mitigation incorporated) to archaeological/paleontological resources would occur with the proposed project, while no impacts would occur with this Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding cultural resources, given it would avoid the potential for any impact to occur.

Traffic and Circulation

Existing AM and PM peak hour intersection and roadway operating conditions were evaluated in the Traffic Impact Analysis; refer to Section 5.5, *Traffic and Circulation*. As indicated in Table 5.5-5, *Existing Peak Hour Levels of Service – Seal Beach and Long Beach*, and Table 5.5-6, *Existing Peak Hour Levels of Service – Caltrans*, all study intersections are currently operating at an acceptable level of service (LOS) (LOS C or better) during the AM and PM Peak hours based on City of Seal Beach/City of Long Beach, and Caltrans analysis methodologies and performance criteria, respectively. As indicated in Table 5.5-7, *Existing Roadway Levels of Service*, all roadway segments are currently operating at an acceptable LOS based on City of Seal Beach analysis methodology and performance criteria. These existing conditions would continue with the No Project/No Build Alternative, although, may be impacted by additional growth in the area. Project implementation would result in less than significant impacts at intersections or roadways. The increase in average daily traffic (ADT) projected to occur with the proposed project would not occur with this Alternative, because the proposed residential subdivision would not be developed. Therefore, although less than significant, the project's impacts to study area intersections and roadways would be avoided.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding traffic and circulation, given it would result in no increase in ADT and no traffic impacts at intersections or roadways.

Air Quality

Table 5.6-5, *Short-Term (Construction) Emissions*, presents the project's anticipated daily short-term construction emissions and indicates that less than significant impacts would occur in this regard. Short-term air quality impacts from demolition, grading, and construction activities would not occur

with the No Project/No Build Alternative. Therefore, the short-term air quality impacts that would occur with the proposed project would be avoided with this Alternative.

The proposed project would not exceed the South Coast Air Quality Management District's (SCAQMD) regional emissions thresholds or localized significance thresholds (LST), as indicated in Table 5.6-7, *Long-Term Operational Air Emissions*. Additionally, the project would not result in CO hotspots at any of the study intersections. Long-term air quality impacts from mobile and area source pollutant emissions would not occur with the No Project/No Build Alternative. Therefore, the air quality emissions that would occur with the proposed project would be avoided with this Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding air quality, given it would result in no short- or long-term air quality impacts.

Greenhouse Gas Emissions

As indicated in Table 5.7-3, *Mitigated Greenhouse Gas Emissions*, project implementation would result in 953.87 one metric ton of carbon dioxide equivalent per year (MTCO₂eq/yr), with the implementation of project design features. Thus, less than significant short-term and operational greenhouse gas emission impacts would occur with the proposed project. Greenhouse gas emissions from construction and operational activities would not occur with the No Project/No Build Alternative. Therefore, the greenhouse gas emissions that would occur with the proposed project would be avoided with this Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding greenhouse gas emissions, since no greenhouse gas emissions would occur.

Noise

Construction noise associated with the proposed project would result in less than significant impacts, with mitigation incorporated, regarding exposure to surrounding sensitive receptors to noise levels in excess of the established standards. Construction activities would cause less than significant increased mobile noise along access routes to and from the site due to movement of equipment and workers. The project's construction-related vibration impacts are also anticipated to be less than significant. Construction-related short-term noise impacts from stationary and mobile sources, and vibration impacts would not occur with the No Project/No Build Alternative. Therefore, the short-term construction-related noise and vibration impacts that would occur with the proposed project would be avoided with this Alternative.

Existing modeled noise levels from long-term mobile sources are outlined in Table 5.8-5, *Existing Traffic Noise Levels*, and range from 56.4 dBA to 68.7 dBA at 100 feet from the centerline. These existing conditions would continue with the No Project/No Build Alternative, although, may be impacted by additional growth in the area. Project implementation would result in less than significant impacts from mobile noise sources. The increase in ADT projected to occur with the proposed project would not occur with this Alternative, because the proposed residential subdivision would not be developed. Therefore, although less than significant, the project's long-term noise impacts from mobile sources would be avoided.

The existing ambient noise levels in the project area are outlined in Table 5.8-4, *Noise Measurements*. These existing conditions would continue with the No Project/No Build Alternative. Project implementation would result in less than significant impacts from stationary noise sources. The increased noise from residential stationary sources, which would be typical of surrounding residential uses, would not occur with this Alternative, because the proposed residential subdivision would not be developed. Therefore, although less than significant, the project's long-term noise impacts from stationary sources would be avoided.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding noise, since it would result in no short-term construction-related, or long-term operational mobile or stationary source noise impacts.

Geology and Soils

The project site consists predominantly of undeveloped land containing pervious surfaces (disturbed non-native grassland). Therefore, during periods of heavy rainfall, continued soil erosion and loss of topsoil within pervious areas is anticipated with this Alternative. Soil erosion or the loss of topsoil from grading and excavation operations would not occur with the No Project/No Build Alternative, because site development would not occur. Comparatively, less than significant impacts (with mitigation incorporated) involving soil erosion would occur with the proposed project, while unmitigated soil erosion impacts would continue with this Alternative.

The project site is susceptible to seismic hazards (i.e., strong seismic ground shaking, and seismically induced liquefaction, lateral spreading, landsliding, settlement, and ground lurching), geologic hazards (i.e., subsidence, shallow groundwater, and excavation-related sloughing/caving), and hazardous soils (expansive and corrosive). Implementation of the No Project/No Build Alternative would not expose additional people or structures to potential adverse effects associated with seismic, geologic, or soil hazards, since no new land uses would be developed on the project site. Comparatively, a less than significant impact (with mitigation incorporated) would occur with the proposed project, while no impacts would occur with this Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding geology and soils, given it would avoid the potential for any impacts to occur.

Hazards and Hazardous Materials

Short-term construction-related impacts involving the potential for accidental release of hazardous materials (i.e., asbestos containing materials (ACMs), lead-based paints (LBPs), soil/groundwater contamination, and underground oil pipelines) would not occur with the No Project/No Build Alternative, since the single-family dwelling and onsite improvements would not be demolished/removed and ground-disturbing activities would not occur. Comparatively, less than significant potential impacts (with mitigation incorporated) involving accidental release of hazardous materials from construction activities would occur with the project, while no impacts would occur with this Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding hazardous materials, given it would avoid the potential for any impacts to occur.

Hydrology and Water Quality

The No Project/No Build Alternative would result in no short-term impacts to water quality associated with grading, excavation, or construction activities, because site development would not occur. However, the majority of the project site involves undeveloped pervious surfaces. The erosive conditions that exist on the project site would remain unmitigated with this Alternative. Comparatively, less than significant construction-related impacts to water quality would occur (with mitigation incorporated) with the proposed project, while erosive conditions would remain with this Alternative.

The No Project/No Build Alternative would not result in long-term operational impacts to water quality and quantity, because permeable surfaces would not be replaced with impermeable surfaces, no new land uses would operate on the project site, and no increase in vehicle trips would occur. The proposed project has the potential to result in significant operational impacts to water quality and quantity, although, these would be reduced to less than significant with mitigation incorporated. Therefore, the long-term operational impacts to water quality and quantity that would occur with the proposed project would be avoided with this Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding hydrology and drainage, because no long-term operational impacts to water quality and quantity would occur.

Population and Housing

As indicated in Table 5.12-4, *Proposed Project Compared to Existing Conditions*, the population growth associated with the project's residential development (48 dwelling units [DU]) would be approximately 89 persons. Project implementation would induce less than significant population growth in the City with respect to local and regional forecasts. The population growth projected to occur with the proposed project would not occur with the No Project/No Build Alternative, because the proposed residential subdivision would not be developed. Therefore, the population growth that would occur with the proposed project would be avoided with this Alternative.

The displacement of one dwelling and approximately two persons resulting from project implementation is considered a less than significant impact. These displacements would not occur with the No Project/No Build Alternative, because the proposed residential subdivision would not be developed. Therefore, the displacements of dwellings and persons that would occur with the proposed project would be avoided with this Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding population and housing, because no population growth or displacement of housing or persons would occur.

Public Services and Utilities

Implementation of the proposed project would place increased demands upon public services (i.e., fire and police protection, schools, and parks and recreation) and utilities and service systems (i.e., wastewater, water, solid waste, electrical, natural gas, and telephone). The No Project/No Build

Alternative would result in none of the impacts associated with increased demands upon public services, and utilities and service systems, because no new land uses would be developed. Therefore, the increased demands upon public services, and utilities and service systems that would occur with the proposed project would be avoided with this Alternative.

The No Project/No Build Alternative would be environmentally superior to the proposed project regarding public services and utilities, given no impacts to public services or utilities would occur.

ABILITY TO MEET PROJECT OBJECTIVES

The No Project/Development Alternative would not attain most of the project's basic objectives. A residential project that preserves the public views of the water and extends the existing urban form of the Old Town Neighborhood would not be constructed. Open space and recreational opportunities for the residents of Seal Beach would not be enhanced. Additionally, sustainable design and construction practices would not be incorporated. The No Project/No Build Alternative would attain one project objective: to preserve public access to the beach through continued use of the San Gabriel River Bike Trail and 1st Street beach parking lot (i.e., the RESA).

7.1.2 “NO PROJECT/1996 DWP SPECIFIC PLAN” ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

The “No Project/1996 DWP Specific Plan” Alternative proposes development of what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on the property's current adopted entitlement, which is the DWP Specific Plan.

The DWP Specific Plan provides for the classification and development of portions of parcels of land as a coordinated comprehensive project. The concepts, regulations, and conditions established by the DWP Specific Plan are intended to provide for open space and visitor-serving land uses, with development standards specified for selected portions of the property. Upon its adoption, the DWP Specific Plan established the type, location, intensity, and character of development to take place, while providing community design concepts.

The Specific Plan Area (SPA) under the No Project/1996 DWP Specific Plan Alternative encompasses a total of 10.7 acres. The northerly 30 percent of the DWP parcel (i.e., the area located north of an imaginary westerly prolongation of Central Way) is designated visitor-serving and the southerly 70 percent is designated Open Space. The permitted uses in the visitor-serving land use category are: Hotel (150-room maximum); Restaurant; Service Uses; and Banquet/Conference Rooms. The permitted uses in the Open Space land use category are all uses contained in Zoning Code Section 11.2.25.015, *Land Use Regulations*, which includes land use regulations for open space and parks. Under this alternative, a 150-room hotel with a maximum height of 35 feet would be developed on the northerly portion. It is assumed this Alternative would involve only surface parking, since underground parking is financially infeasible on the project site.⁷

⁷ Kosmont Companies, *Peer Review and Site Specific Hotel Feasibility Evaluation*, September 2011; refer to Appendix 11.12, *Hotel Peer Review Study*.

Table 7-1, *Comparison of Proposed Project and No Project/1996 DWP Specific Plan Alternative*, compares the No Project/1996 DWP Specific Plan Alternative with the proposed project. Under this Alternative, the project's proposed changes to the Specific Plan boundaries and land use categories would not occur. The boundaries would not be modified to include the California Everglades parcel and the 1st Street ROW parcel, or to exclude the small triangular parcel (Area 7). The area within the Specific Plan would not increase to 10.9 acres, rather would remain 10.7 acres. As indicated in Table 7-1, this Alternative varies from the proposed project in that it proposes an additional 1.1 acres of Open Space, no Residential uses, and approximately 3.2 acres of Visitor Serving uses (i.e., a 150-room hotel). None of the improvements proposed as part of Tentative Tract Map No. 17425 would be constructed. The northern portion of the property would not be subdivided into 48 single-family lots, and a new network of public local streets and alleys would not be constructed with this Alternative. With this Alternative, the California Everglades parcel would not be dedicated to the City for public ROW use. As with the proposed project, the sewer and park/open space parcels would be utilized for open space/passive park uses under this Alternative. As with the proposed project, drainage and water quality improvements would be constructed. Additionally, hardscape (i.e., sidewalks and entrance driveways) and landscape improvements would be installed. Due to a similar development footprint, the grading and excavation proposed for this Alternative would be similar to the proposed project.

**Table 7-1
Comparison of Proposed Project and
No Project/1996 DWP Specific Plan Alternative**

Land Use Category	Project		Alternative 1.2: No Project - 1996 DWP SP Alternative		Difference		
	Acres	Dwelling Units	Acres	Hotel Rooms	Acres	Dwelling Units	Hotel Rooms
	Percent of SPA		Percent of SPA				
Open Space	6.4 59%	0	7.5 ¹ 70%	0	+1.1 ²	0	0
Residential	4.5 ¹ 41%	48	0.0	0	-4.5	-48	0
Visitor Serving	0.0	0	3.2 30%	150	+3.2	0	+150
TOTAL SPA	10.9	48	10.7	150	-0.2	-48	+150
1. Inclusive of Central Way ROW prolongation. Exclusive of ROW prolongation, approximately 6.6 acres are proposed. 2. Exclusive of ROW prolongation, the difference would be 0.2 acres.							

The following discussion evaluates the potential environmental impacts associated with the No Project/1996 DWP Specific Plan Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

Coastal Act

Under the No Project/1996 DWP Specific Plan Alternative, development would occur within the Coastal Zone. Therefore, as with the proposed project, a Coastal Development Permit from the California Coastal Commission would be proposed under this Alternative.

Seal Beach General Plan

Land Use Element. The project proposes a Land Use Element (Figure 6) Amendment, changing the site's land use designations, as outlined in Table 5.1-8, *Comparison of Existing and Proposed Land Use Designations*. No changes to the site's land use designations would occur under the No Project/1996 DWP Specific Plan Alternative.

Circulation Element. As with the proposed project, the No Project/1996 DWP Specific Plan Alternative would be consistent with the Circulation Element.

Open Space/Recreation and Conservation Element. The project proposes an Open Space/Recreation and Conservation Element (Figure OS-1) Amendment, designating Areas 1, 2, and 3 as Park/Open Space. Under the No Project/1996 DWP Specific Plan Alternative, Areas 1, 2, and 3 are designated Open Space. SBGP Figure OS-1 does not have a designation for the project area. Thus, this Alternative would require an Open Space/Recreation and Conservation Element (Figure OS-1) Amendment, designating Areas 1, 2, and 3 as Park/Open Space, similar to the proposed project. Approval of an Open Space/Recreation and Conservation Element Amendment by the City would result in this Alternative's compliance with this Element. The bike trail/river parcel would remain designated Greenbelt, as with the proposed project.

Seal Beach Municipal Code

Title 10, Subdivisions. Tentative Tract Map No. 17425, which proposes subdivision of the northern portion of the project site into 48 residential lots, is not proposed under the No Project/1996 DWP Specific Plan Alternative. There would be no subdivision creating residential lots.

Title 11, Zoning. The project proposes an amendment to the Official Zoning Map, changing the site's zoning districts, as outlined in Table 5.1-10, *Comparison of Existing and Proposed Zoning Districts*. There would be no changes to the site's zoning districts under the No Project/1996 DWP Specific Plan Alternative.

Proposed Specific Plan Amendment

The project proposes an Amendment to the DWP Specific Plan, changing the Specific Plan's boundaries and land use categories. No Specific Plan Amendment is proposed under the No Project/1996 DWP Specific Plan Alternative.

The City owns an easement for the Ocean Avenue right-of-way that bisects the southerly portion of the project site, which would remain under this Alternative. The No Project/1996 DWP Specific Plan Alternative would not require an amendment to the Specific Plan.

Redevelopment Plan for the Riverfront Redevelopment Project

- The project proposes a Redevelopment Plan Amendment, in order to allow residential uses instead of commercial uses in the northerly portion of the project site. No Redevelopment Plan Amendment is proposed under the No Project/1996 DWP Specific Plan Alternative.

The No Project/1996 DWP Specific Plan Alternative would be environmentally superior to the proposed project regarding land use and relevant planning.

Aesthetics/Light and Glare

The short-term visual impacts associated with grading and construction activities that would occur with the proposed project would similarly occur with the No Project/1996 DWP Specific Plan Alternative. Comparatively, the construction-related impacts to the visual character/quality of the project site and its surroundings would be less than the proposed project, given this Alternative would involve a shorter construction period and less overall construction.

The project site's long-term visual character would be altered with the proposed project, because the predominantly vacant and unimproved land would be replaced with new development. The northern portion of the property would be subdivided and developed with single-family dwellings, and the southern portion would be developed with park/open space uses. The project's long-term impacts to the neighborhood's visual character/quality due to side yards fronting onto 1st Street/Marina Drive, and front-loaded garages along proposed 'A' Street, are concluded to be significant and unavoidable. The long-term visual character of the project site and its surroundings would be altered with the No Project/1996 DWP Specific Plan Alternative, to a greater degree than with the proposed project, because the northern portion of the property would be developed with Visitor Serving uses (i.e., a hotel), as opposed to Residential uses with the proposed project. The proposed Visitor Serving uses would be dissimilar in form, size, and scale, to the adjacent residential uses. This Alternative would result in significant and unavoidable impacts involving the neighborhoods' character/quality, as would the proposed project. Therefore, the project's significant and unavoidable impact to the neighborhood's visual character/quality would not be avoided with the No Project/1996 DWP Specific Plan Alternative.

With the exception of lighting associated with the single-family dwelling on the California Everglades property, no light or glare is currently generated within the project boundaries. The proposed project would introduce new light sources including light from building interiors, building exteriors (i.e., illumination, security, and landscaping), and streetlights. The project's long-term (operational) light/glare impacts as a result of these new light sources are concluded to be less than significant (with mitigation incorporated). The No Project/1996 DWP Specific Plan Alternative would introduce new light sources to a greater degree than with the proposed project. Potential light sources associated with this Alternative include low to moderate levels of interior and exterior lighting for security, parking, signage, architectural highlighting and landscaping, street lighting, as well as the interior of the proposed structures. Additionally, the proposed hotel would operate 24 hours per day, with light sources that would be dissimilar to the adjacent residential uses. The long-

term (operational) light/glare impacts as a result of the No Project/1996 DWP Specific Plan Alternative are concluded to be significant and unavoidable. Therefore, the No Project/1996 DWP Specific Plan Alternative would result in significant and unavoidable long-term impacts associated with the creation of new hotel-related light sources (i.e., interior and exterior lighting for security, parking, signage, architectural highlighting and landscaping, street lighting, as well as the interior of the proposed structures), while the proposed project would result in less than significant impacts (with mitigation incorporated) associated with the creation of new residential-related light sources (i.e., building interiors, building exteriors [i.e., illumination, security, and landscaping], and streetlights).

The proposed project would introduce new lighting associated with vehicle headlights entering and exiting the site. The project's long-term (operational) light/glare impact as a result of vehicle headlights is concluded to be significant and unavoidable. With the No Project/1996 DWP Specific Plan Alternative, new lighting associated with vehicle headlights would be introduced to a greater degree than with the proposed project. A Site Plan for the proposed hotel that would identify the proposed points on ingress and egress would be required, in order to conclude this Alternative's potential impacts associated with vehicle headlights. However, as indicated in Table 7-2, Comparison of Proposed Project and No Project/1996 DWP Specific Plan Alternative ADT, below, the No Project/1996 DWP Specific Plan Alternative is forecast to generate approximately 125 percent more ADT (or 702 more ADT), when compared to the proposed project. Additionally, the proposed hotel would operate 24 hours per day. The No Project/1996 DWP Specific Plan Alternative would result in significant and unavoidable long-term light/glare impacts associated with vehicle headlights are concluded to be significant and unavoidable. Therefore, the project's significant and unavoidable long-term impacts involving light/glare from vehicle headlights would not be avoided with the No Project/1996 DWP Specific Plan Alternative.

The No Project/1996 DWP Specific Plan Alternative would be environmentally inferior to the proposed project regarding aesthetics/light and glare impacts, because would result in a new significant and unavoidable long-term impact (i.e., the creation of new hotel-related light sources).

Biological Resources

Project implementation would result in less than significant impacts due to removal of approximately 9.0 acres of non-native grasslands. Additionally, project implementation would result in less than significant impacts to special status wildlife species, and less than significant impacts with mitigation incorporated to migratory birds. Under the No Project/1996 DWP Specific Plan Alternative, construction activities would occur over a similar development footprint as the proposed project. Therefore, as with the proposed project, this Alternative would result in less than significant impacts to non-native grasslands, special status wildlife species, and migratory birds. As with the proposed project, no impact to special status plant species, sensitive vegetation communities, wetlands, jurisdictional waters, or wildlife movement corridors would occur with this Alternative.

The No Project/1996 DWP Specific Plan Alternative would be neither environmentally superior nor inferior to the proposed project regarding biological resources, because it would result in similar impacts as the project.

Cultural Resources

One cultural resource, a 1954 single-family dwelling, is located on the California Everglades parcel. Project implementation would require demolition of this structure, which is concluded to be a less than significant impact. Under the No Project/1996 DWP Specific Plan Alternative, there would be no potential for impacts to historical resources, since the existing dwelling would not be demolished. Comparatively, less than significant potential impacts to historical resources would occur with the proposed project, while no impacts would occur with this Alternative.

The project site is determined to have archaeological and paleontological resource sensitivity. Therefore, the potential exists for as yet undiscovered archaeological and paleontological resources to be present on the project site. With the No Project/1996 DWP Specific Plan, there would be potential for impacts to archaeological/paleontological resources similar to the proposed project, given ground-disturbing activities would occur within a similar development footprint. Therefore, less than significant potential impacts (with mitigation incorporated) to archaeological/paleontological resources would occur with this Alternative, as would occur with the proposed project.

The No Project/1996 DWP Specific Plan Alternative would be neither environmentally superior nor inferior to the proposed project regarding potential impacts to cultural resources, given it would involve similar ground-disturbing activities within a similar development footprint.

Traffic and Circulation

Table 5.5-13, *Project Trip Generation*, presents the forecast daily and peak hour traffic volumes for the proposed project for a typical weekday, and indicates the proposed project is forecast to generate approximately 561 ADT. Table 5.5-14, *Existing With Project Peak Hour Intersection Analysis*, summarizes the peak hour LOS results at the study intersections for existing with project conditions and indicates all study intersections are anticipated to operate at an acceptable LOS based on City of Seal Beach and City of Long Beach performance criteria. Table 5.5-16, *Existing With Project Roadway Segment Analysis*, summarizes the LOS results at the study roadway segments for existing with project conditions and indicates all study roadway segments are forecast to operate at an acceptable LOS under existing with project conditions based on City of Seal Beach performance criteria.

Under the No Project/1996 DWP Specific Plan Alternative, a 150-room hotel would be developed in place of the project's proposed residential uses. Table 7-2, *Comparison of Proposed Project and No Project/1996 DWP Specific Plan Alternative ADT*, presents the forecast daily and peak hour traffic volumes for the No Project/1996 DWP Specific Plan Alternative for a typical weekday, and indicates this Alternative is forecast to generate approximately 1,263 ADT. Therefore, this Alternative could cause a significant increase in traffic for existing and forecast year 2015 conditions when compared to the traffic capacity of the street system. A Traffic Impact Analysis that would evaluate the existing plus DWP Specific Plan peak hour intersection and roadway operating conditions would be required, in order to definitively conclude the potential impacts resulting from implementation of this Alternative.

Table 7-2
Comparison of Proposed Project and
No Project/1996 DWP Specific Plan Alternative ADT

Land Use	Trip Generation Rate ¹	Project			Alternative 1.1.2: No Project/1996 DWP Specific Plan Alternative			Difference	
		Dwelling Units	Acres	Average Daily Trips	Hotel Rooms	Acres	Average Daily Trips	Average Daily Trips	Average Daily Trips %
201: Single-Family Detached (Trip Ends per Dwelling Unit)	11.02	48		529					
Open Space (Trip Ends per Acre)	5.00		6.4	32		7.5	38		
310: Hotel (Trip Ends per Room)	8.17				150		1,226		
<i>Total</i>		<i>48</i>	<i>6.4</i>	<i>561</i>	<i>150</i>		<i>1,263</i>	<i>+702</i>	<i>+125%</i>

Table 7-2 also compares the No Project/1996 DWP Specific Plan Alternative trip generation with the proposed project. As indicated in Table 7-2, the No Project/1996 DWP Specific Plan Alternative is forecast to generate approximately 125 percent more ADT (or 702 more ADT), when compared to the proposed project. Comparatively, the traffic and circulation impacts under the No Project/1996 DWP Specific Plan Alternative would be greater than the proposed project, given this Alternative would significantly increase the ADT. Therefore, the traffic and circulation impacts that would occur with the proposed project would occur also with this Alternative, however, to a greater degree.

The No Project/1996 DWP Specific Plan Alternative would be environmentally inferior to the proposed project regarding traffic and circulation impacts due to increased traffic volumes.

Air Quality

Table 5.6-5, *Short-Term (Construction) Emissions*, presents the project's anticipated daily short-term construction emissions and indicates that less than significant impacts would occur in this regard. Short-term air quality impacts from demolition, grading, and construction activities would occur with the No Project/1996 DWP Specific Plan Alternative. Comparatively, the construction-related air quality impacts would be similar to the proposed project, given ground-disturbing activities would occur within a similar development footprint. Therefore, the short-term air quality impacts that would occur with the proposed project would also occur with this Alternative.

The proposed project would not exceed the SCAQMD's regional emissions thresholds or LST, as indicated in Table 5.6-7, *Long-Term Operational Air Emissions*. Additionally, the project would not result in CO hotspots at any of the study intersections. Long-term air quality impacts from mobile and area source pollutant emissions would occur with the No Project/1996 DWP Specific Plan Alternative, although to a greater degree than the proposed project. Although, this Alternative would result in less floor area, as compared to the proposed project, this Alternative would result in 1,263 ADT, representing an increase of 702 ADT or approximately 125 percent over the proposed project. With this Alternative, proportionately more long-term air quality impacts from mobile pollutant emissions (approximately 125 percent) would occur, as compared to the proposed project.

The No Project/1996 DWP Specific Plan Alternative would be environmentally inferior to the proposed project regarding air quality impacts due to increased mobile source emissions.

Greenhouse Gas Emissions

As indicated in Table 5.7-3, *Mitigated Greenhouse Gas Emissions*, project implementation would result in 953.87 MTCO₂eq/yr, with the implementation of project design features. Thus, less than significant short-term and operational greenhouse gas emission impacts would occur with the proposed project. Greenhouse gas emissions from construction and operational activities would also occur with the No Project/1996 DWP Specific Plan Alternative, although to a greater degree (an approximately 125 percent increase in ADT), than the proposed project. The project's combined construction and operational greenhouse gas emissions would also result in less than significant impacts from a cumulative perspective under this Alternative, although to a greater degree than the proposed project.

The No Project/1996 DWP Specific Plan Alternative would be environmentally inferior to the proposed project regarding greenhouse gas emissions, due to increased mobile emissions.

Noise

Construction noise associated with the proposed project would result in less than significant impacts, with mitigation incorporated, regarding exposure to surrounding sensitive receptors to noise levels in excess of the established standards. Construction activities would cause less than significant increased mobile noise along access routes to and from the site due to movement of equipment and workers. The project's construction-related vibration impacts are also anticipated to be less than significant. Short-term noise impacts from demolition, grading, and construction activities would occur with the No Project/1996 DWP Specific Plan Alternative due to construction of the proposed buildings and improvements. Comparatively, this Alternative's construction-related noise impacts would be similar to the proposed project, given this Alternative would result in a similar development footprint. Therefore, the less than significant (with mitigation incorporated) short-term noise impacts that would occur with the proposed project would occur also with this Alternative.

Existing plus project modeled noise levels from long-term mobile sources are outlined in Table 5.8-11, *Existing Noise Scenarios*, and range from 56.8 dBA to 68.7 dBA at 100 feet from the centerline. The proposed project would increase noise levels on the surrounding roadways by a maximum of 0.6 dBA along Marina Drive, west of 1st Street, thus, resulting in less than significant noise levels. Long-term noise impacts from additional vehicular travel on the surrounding roadway network would occur with the No Project/1996 DWP Specific Plan Alternative, although to a greater degree than the proposed project. Comparatively, this Alternative's mobile source noise impacts would be greater than the proposed project, given this Alternative would increase ADT by approximately 125 percent. Therefore, the mobile source noise impacts that would occur with the proposed project would occur also with this Alternative, although to a greater degree.

Project implementation would result in less than significant impacts from stationary noise sources associated with the proposed subdivision, which would be typical of the surrounding residential uses. With the No Project/1996 DWP Specific Plan Alternative, a new and dissimilar 24-hour land use (i.e., hotel) would operate on the project site, generating noise levels from new stationary

sources, including parking lots, truck deliveries, and loading/unloading areas, among others. Therefore, this Alternative could cause a significant increase in long-term stationary ambient noise levels. A Noise Impact Analysis that would evaluate the stationary noise sources associated with the DWP Specific Plan would be required, in order to definitively conclude the potential impacts resulting from implementation of this Alternative. Comparatively, the stationary source noise impacts under the No Project/1996 DWP Specific Plan Alternative would be greater than the proposed project, given this Alternative would introduce a commercial use onto the project site. Therefore, the stationary source noise impacts that would occur with the proposed project would occur also with this Alternative, however, to a greater degree.

The No Project/1996 DWP Specific Plan Alternative would be environmentally inferior to the proposed project regarding noise impacts due to increased stationary noise levels.

Geology and Soils

Less than significant impacts (with mitigation incorporated) involving soil erosion would occur with the proposed project. Soil erosion from grading and excavation operations would occur with this Alternative. Comparatively, similar impacts involving soil erosion would occur with the No Project/1996 DWP Specific Plan Alternative, as with the proposed project, due to a similar development footprint. Therefore, the less than significant (with mitigation incorporated) impacts involving soil erosion that would occur with the proposed project would occur also with this Alternative.

Implementation of the proposed project would result in less than significant impacts (with mitigation incorporated) involving the exposure of additional people or structures to potential adverse effects associated with seismic hazards (i.e., strong seismic ground shaking, and seismically induced liquefaction, lateral spreading, landsliding, settlement, and ground lurching), geologic hazards (i.e., subsidence, shallow groundwater, and excavation-related sloughing/caving), and hazardous soils (expansive and corrosive). Implementation of the No Project/1996 DWP Specific Plan Alternative would expose additional people and structures to potential adverse effects associated with seismic, geologic, and soil hazards, since new land uses would be developed on the project site, similar to the proposed project. Comparatively, this Alternative's impacts involving geology and soils would be similar to the proposed project, given this Alternative would also introduce additional people and structures on the project site. Therefore, the less than significant (with mitigation incorporated) impacts to geology and soils that would occur with the proposed project would occur also with this Alternative.

The No Project/1996 DWP Specific Plan Alternative would be neither environmentally superior nor inferior to the proposed project regarding geology and soils.

Hazards and Hazardous Materials

Implementation of the proposed project would result in less than significant impacts (with mitigation incorporated) involving the potential for accidental release of hazardous materials (i.e., asbestos containing materials (ACMs), lead-based paints (LBPs), soil/groundwater contamination, and underground oil pipelines). Implementation of the No Project/1996 DWP Specific Plan Alternative would result in the potential for accidental release of hazardous materials. Comparatively, this Alternative's impacts involving the potential for accidental release of hazardous

materials would be similar to the proposed project, given this Alternative would involve a similar development footprint.

The No Project/1996 DWP Specific Plan Alternative would be neither environmentally superior nor inferior to the proposed project regarding impacts associated with the potential for accidental release of hazardous materials.

Hydrology and Water Quality

The proposed project would result in less than significant (with mitigation incorporated) short-term impacts to water quality associated with grading, excavation, or construction activities. Implementation of the No Project/1996 DWP Specific Plan Alternative would similarly result in short-term impacts to water quality. Comparatively, this Alternative's short-term impacts to water quality would be similar to the proposed project, given this Alternative would involve a similar development footprint.

The proposed project would result in long-term operational impacts to water quality and quantity, because permeable surfaces would be replaced with impermeable surfaces, new land uses would operate on the project site, and an increase in traffic volumes would occur. Implementation of the No Project/1996 DWP Specific Plan Alternative would result in long-term operational impacts to water quality and quantity. Although, this Alternative would generate greater traffic volumes, the long-term impacts to water quality would be similar to the proposed project, given this Alternative would involve a similar development footprint.

The No Project/1996 DWP Specific Plan Alternative would be neither environmentally superior nor inferior to the proposed project regarding hydrology and water quality.

Population and Housing

As indicated in Table 5.12-4, *Proposed Project Compared to Existing Conditions*, the population growth associated with the project's residential development (48 DU) would be approximately 89 persons. Project implementation would induce less than significant population growth in the City with respect to local and regional forecasts. The population growth projected to occur with the proposed project would not occur with the No Project/1996 DWP Specific Plan Alternative, because the proposed residential subdivision would not be developed. Therefore, the population growth that would occur with the proposed project would be avoided with this Alternative.

The displacement of one dwelling and approximately two persons resulting from project implementation is considered a less than significant impact. These displacements would not occur with the No Project/1996 DWP Specific Plan Alternative, because the existing dwelling would not be demolished. Therefore, the displacements that would occur with the proposed project would be avoided with this Alternative.

The No Project/1996 DWP Specific Plan Alternative would be environmentally superior to the proposed project regarding population growth and displacements of dwellings and persons.

Public Services and Utilities

Implementation of the proposed project would place increased demands upon public services (i.e., fire and police protection, schools, and parks and recreation) and utilities and service systems (i.e., wastewater, water, solid waste, electrical, natural gas, and telephone). The No Project/1996 DWP Specific Plan Alternative would result in similar impacts associated with increased demands upon public services (excluding schools), and utilities and service systems, because new land uses would be developed. Therefore, the less than significant increased demands upon public services, and utilities and service systems that would occur with the proposed project would occur also with this Alternative.

The No Project/1996 DWP Specific Plan Alternative would be neither environmentally superior nor inferior to the proposed project regarding impacts to public services and utilities.

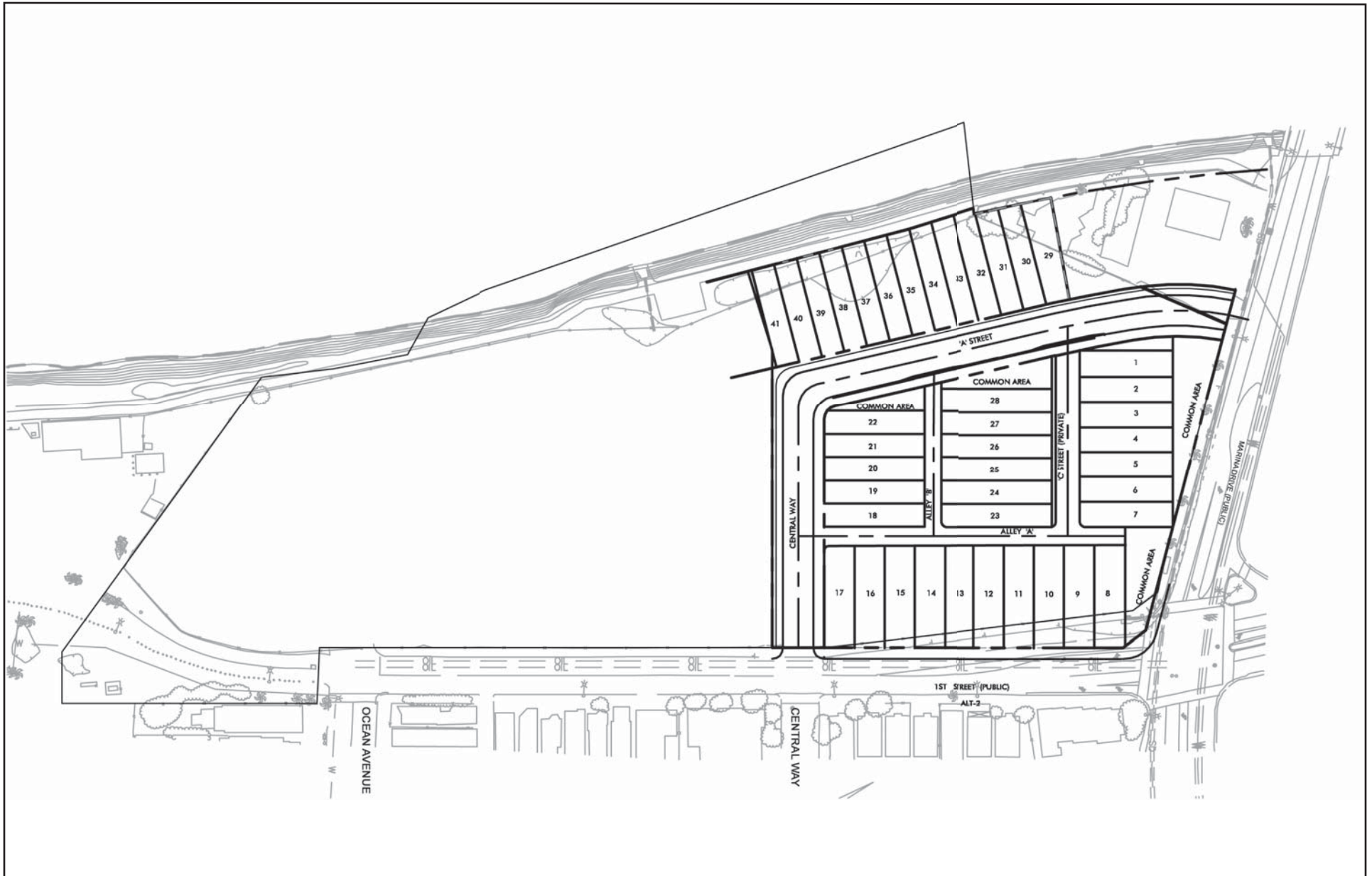
ABILITY TO MEET PROJECT OBJECTIVES

The No Project/1996 DWP Specific Plan Alternative would not attain the project's fundamental objective to construct a residential project that preserves the public views of the water and extends the existing urban form of the Old Town Neighborhood. The Alternative would attain the remaining project objectives to enhance the open space and recreational opportunities for the residents of Seal Beach, and incorporate sustainable design and construction practices. The No Project/1996 DWP Specific Plan Alternative would also preserve public access to the beach through continued use of the San Gabriel River Bike Trail and 1st Street beach parking lot (i.e., the RESA).

7.2 “MODIFIED LAYOUT” ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

Under the Modified Layout Alternative, the DWP Specific Plan boundaries and land use categories would be amended, similar to the proposed project. The SPA boundaries would be modified to include a portion of the California Everglades parcel (Area 7) and the 1st Street ROW parcel (Area 8), and to exclude the small triangular parcel (Area 6). A portion of the California Everglades parcel would be dedicated to the City for public ROW use. All of the proposed amendments to the General Plan, Redevelopment Plan for the Riverfront Redevelopment Project, and Official Zoning Map/Zoning Code would be implemented. The sewer and park/open space parcels would be utilized for open space/passive park uses. Most of the improvements proposed as part of Tentative Tract Map No. 17425 would be constructed under the Modified Layout Alternative, as illustrated on Exhibit 7-1, *Modified Layout Alternative*. However, under this Alternative, the northern portion of the property would be subdivided into 41 single-family lots, as opposed to the 48 single-family lots proposed by the project. Comparatively, this seven (7) unit reduction represents an approximately 15 percent reduction in dwellings. Under this Alternative, the orientation of the residential lots would be modified to provide front yards along 1st Street, as opposed to the side yards proposed by the project. Additionally, the Central Way ROW prolongation proposed under this Alternative would be relocated approximately 50 feet to the south, to align with the existing Central Way ROW (located east of 1st Street), as opposed to the ROW (‘B’ Street) proposed by the project. These modifications to the lot layout are proposed in an effort to avoid the project's significant and unavoidable long-term impacts involving visual character and light/glare from vehicle headlights. A



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ENVIRONMENTAL IMPACT REPORT
DEPARTMENT OF WATER AND POWER SPECIFIC PLAN AMENDMENT
Alternative 2: Modified Layout Alternative

Exhibit 7-1

new network of public local streets and alleys, and the proposed drainage and water quality improvements would be constructed under this Alternative, similar to the proposed project. Additionally, the proposed hardscape (i.e., sidewalks and entrance driveways) and landscape improvements would be installed. The project's proposed grading would similarly occur under this alternative.

The following discussion evaluates the potential environmental impacts associated with the Modified Layout Alternative, as compared to impacts from the proposed project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

Coastal Act

Under the Modified Layout Alternative, development would occur within the Coastal Zone, similar to the proposed project; therefore, a Coastal Development Permit from the California Coastal Commission is proposed under this Alternative.

Seal Beach General Plan

- Land Use Element. Both the project and this Modified Layout Alternative propose the same Land Use Element (Figure 6) Amendment, changing the site's land use designations, as outlined in Table 5.1-7, *Comparison of Existing and Proposed Land Use Designations*.

Circulation Element. As with the proposed project, the Modified Layout Alternative would be consistent with the Circulation Element.

Open Space/Recreation and Conservation Element. Both the project and this Modified Layout Alternative propose an Open Space/ Recreation and Conservation Element (Figure OS-1) Amendment, designating Areas 1, 2, and 3 as Park/Open Space. The bike trail/river parcel would remain designated Greenbelt, as with the proposed project.

Seal Beach Municipal Code

Title 10, *Subdivisions*. Tentative Tract Map No. 17425 proposes to subdivide the northern portion of the property into 48 residential lots, with side yards along 1st Street and Marina Drive, and the Central Way ROW prolongation ('B' Street) located approximately 250 feet south of Marina Drive. Most of the improvements proposed as part of Tentative Tract Map No. 17425 would be constructed under the Modified Layout Alternative. However, under the Modified Layout Alternative, the Tentative Tract Map would subdivide the northern portion of the property into 41 residential lots, with front yards along 1st Street and Marina Drive, and the Central Way ROW prolongation ('B' Street) would be located approximately 300 feet south of Marina Drive, in alignment with the existing Central Way ROW (located east of 1st Street). Comparatively, this Alternative's proposed modifications would reduce the number of residential lots (seven fewer), change the orientation of the front yards, and relocate the Central Way prolongation approximately 50 feet south. Under this Alternative, the project's proposed lot-line adjustments involving Areas 6

and 7 would occur also. Area 6 would be joined with the California Everglades property located to the north and Area 7 would be joined with the Specific Plan Area, as with the proposed project.

Title 11, Zoning. Both the project and this Modified Layout Alternative propose the same amendments to the Official Zoning Map, changing the site's zoning districts, as outlined in Table 5.1-9, Comparison of Existing and Proposed Zoning Districts.

Proposed Specific Plan Amendment

Both the project and this Modified Layout Alternative propose the same Specific Plan amendments, changing the Specific Plan's boundaries and land use categories, as outlined in Table 5.1-10, Comparison of Existing and Proposed DWP Specific Plans.

Redevelopment Plan for the Riverfront Redevelopment Project

Both the project and this Modified Layout Alternative propose the same Redevelopment Plan amendments, in order to allow residential uses instead of commercial uses in the northerly portion of the project site.

The Modified Layout Alternative would be neither environmentally superior nor inferior to the proposed project regarding land use and relevant planning.

Aesthetics/Light and Glare

The short-term visual impacts associated with grading and construction activities that would occur with the proposed project would similarly occur with the Modified Layout Alternative. Comparatively, the construction-related impacts to the visual character/quality of the project site and its surroundings would be less than the proposed project, given this Alternative would involve a shorter construction period and less overall construction.

The project site's long-term visual character would be altered with the proposed project, because the predominantly vacant and unimproved land would be replaced with new development. The northern portion of the property would be subdivided and developed with single-family dwellings, and the southern portion would be developed with park/open space uses. The project's long-term impacts to the neighborhood's visual character/quality due to side yards fronting onto 1st Street, and front-loaded garages along proposed 'A' Street, are concluded to be significant and unavoidable. These impacts would be eliminated with the Modified Layout Alternative. As discussed in detail in the Title 10, Subdivisions Section above and illustrated on Exhibit 7-2, Key View – Modified Layout Alternative, the northern portion of the property would be subdivided into 41 residential lots, with front yards along 1st Street, under this Alternative. Comparatively, this Alternative's proposed modifications would change the orientation of the front yards, as compared to the project, which proposes side yards along 1st Street. The proposed modifications would be in furtherance of the neighborhood's desired pedestrian scale. Therefore, the project's significant and unavoidable impact to the neighborhood's visual character/quality would be avoided with the Modified Layout Alternative.



KEY VIEW 2



KEY VIEW 3

The proposed project would introduce new light sources including light from building interiors, building exteriors (i.e., illumination, security, and landscaping), and streetlights. The project's long-term (operational) light/glare impacts as a result of these new light sources are concluded to be less than significant (with mitigation incorporated). With the Modified Layout Alternative, new light sources would be similarly introduced, as with the proposed project. Therefore, the project's less than significant long-term impacts associated with light/glare from new light sources including light from building interiors and exteriors, and streetlights, would occur also with the Modified Layout Alternative.

The proposed project would introduce new lighting associated with vehicle headlights entering and exiting the site. The project's long-term (operational) light/glare impact as a result of vehicle headlights is concluded to be significant and unavoidable. These impacts would be avoided with the Modified Layout Alternative. As discussed in detail in the *Title 10, Subdivisions* Section above, the modified Tentative Tract Map would align the Central Way ROW prolongation ('B' Street) with the existing Central Way ROW. Comparatively, this Alternative's proposed modifications would relocate the Central Way prolongation approximately 50 feet south. Therefore, the project's significant and unavoidable impact associated with vehicle headlights would be avoided with the Modified Layout Alternative.

The Modified Layout Alternative would be environmentally superior to the proposed project regarding aesthetics/light and glare, given it would avoid the project's long-term significant and unavoidable impacts involving visual character and light/glare from vehicle headlights.

Biological Resources

Project implementation would result in less than significant impacts due to removal of approximately 9.0 acres of non-native grasslands. Additionally, project implementation would result in less than significant impacts to special status wildlife species, and less than significant impacts with mitigation incorporated to migratory birds. Under the Modified Layout Alternative, construction activities would occur over a similar development footprint as the proposed project. Therefore, as with the proposed project, this Alternative would result in less than significant impacts to non-native grasslands, special status wildlife species, and migratory birds. As with the proposed project, no impact to special status plant species, sensitive vegetation communities, wetlands, jurisdictional waters, or wildlife movement corridors would occur with this Alternative.

The Modified Layout Alternative would be neither environmentally superior nor inferior to the proposed project regarding biological resources, because it would result in similar impacts as the project.

Cultural Resources

One cultural resource, a 1954 single-family dwelling, is located on the California Everglades parcel. Project implementation would require demolition of this structure, which is concluded to be a less than significant impact with mitigation incorporated. Under the Modified Layout Alternative, there would be a similar potential for impacts to historical resources, since the existing dwelling would be demolished. Therefore, as with the proposed project, this Alternative would result in less than significant impacts to historical resources.

The project site is determined to have archaeological and paleontological resource sensitivity. Therefore, the potential exists for as yet undiscovered archaeological and paleontological resources to be present on the project site. With the Modified Layout Alternative, there would be potential for impacts to archaeological/paleontological resources similar to the proposed project, given ground-disturbing activities would occur within a similar development footprint. Therefore, less than significant potential impacts (with mitigation incorporated) to archaeological/paleontological resources would occur with this Alternative, as would occur with the proposed project.

The Modified Layout Alternative would be neither environmentally superior nor inferior to the proposed project regarding potential impacts to cultural resources, given it would involve similar ground-disturbing activities within a similar development footprint.

Traffic and Circulation

Table 5.5-13, *Project Trip Generation*, presents the forecast daily and peak hour traffic volumes for the proposed project for a typical weekday, and indicates the proposed project is forecast to generate approximately 561 ADT. Table 5.5-14, *Existing With Project Peak Hour Intersection Analysis*, summarizes the peak hour LOS results at the study intersections for existing with project conditions and indicates all study intersections are anticipated to operate at an acceptable LOS based on City of Seal Beach and City of Long Beach performance criteria. Table 5.5-15, *Existing With Project Roadway Segment Analysis*, summarizes the LOS results at the study roadway segments for existing with project conditions and indicates all study roadway segments are forecast to operate at an acceptable LOS under existing with project conditions based on City of Seal Beach performance criteria.

Under the Modified Layout Alternative, a 41-lot residential subdivision would be developed in place of the project's proposed 48-lot residential subdivision. Table 7-3, *Comparison of Proposed Project and Modified Layout Alternative ADT*, presents the forecast daily and peak hour traffic volumes for the Modified Layout Alternative for a typical weekday, and indicates this Alternative is forecast to generate approximately 484 ADT. Therefore, this Alternative could cause an increase in traffic for existing and forecast year 2015 conditions, when compared to the traffic capacity of the street system, although to a lesser degree than the proposed project.

Table 7-3
Comparison of Proposed Project and Modified Layout Alternative ADT

Land Use	Trip Generation Rate ¹	Project			Alternative 1.2: Modified Layout Alternative			Difference	
		Dwelling Units	Acres	Average Daily Trips	Dwelling Units	Acres	Average Daily Trips	Average Daily Trips	Average Daily Trips %
201: Single-Family Detached (Trip Ends per Dwelling Unit)	11.02	48		529	41		452		
Open Space (Trip Ends per Acre)	5.00		6.4	32		6.4	32		
Total		48	6.4	561	41	6.4	484	-77	-15%
Note: 1. Source: Table 5.5-13, <i>Project Trip Generation</i> .									

Table 7-3 also compares the Modified Layout Alternative trip generation with the proposed project. As indicated in Table 7-3, the Modified Layout Alternative is forecast to generate approximately 15 percent fewer ADT (or 77 fewer ADT), when compared to the proposed project. Comparatively, the traffic and circulation impacts under the Modified Layout Alternative would be less than the proposed project, given this Alternative would decrease the ADT approximately 15 percent. Therefore, the traffic and circulation impacts that would occur with the proposed project would occur also with this Alternative, however, to a lesser degree.

The Modified Layout Alternative would be environmentally superior to the proposed project regarding traffic and circulation impacts due to decreased traffic volumes.

Air Quality

Table 5.6-5, *Short-Term (Construction) Emissions*, presents the project's anticipated daily short-term construction emissions and indicates that less than significant impacts would occur in this regard. Short-term air quality impacts from demolition, grading, and construction activities would occur with the Modified Layout Alternative. Comparatively, the construction-related air quality impacts would be similar to the proposed project, given ground-disturbing activities would occur within a similar development footprint. Therefore, the short-term air quality impacts that would occur with the proposed project would also occur with this Alternative.

The proposed project would not exceed the SCAQMD's regional emissions thresholds or LST, as indicated in Table 5.6-7, *Long-Term Operational Air Emissions*. Additionally, the project would not result in CO hotspots at any of the study intersections. Long-term air quality impacts from mobile and area source pollutant emissions would occur with the Modified Layout Alternative, although to a greater degree than the proposed project. This Alternative would result in 484 ADT, representing a decrease of 77 ADT or approximately 15 percent, as compared to the proposed project. With this Alternative, proportionately fewer long-term air quality impacts from mobile pollutant emissions (approximately 15 percent) would occur, as compared to the proposed project.

The Modified Layout Alternative would be environmentally superior to the proposed project regarding air quality impacts due to decreased mobile source emissions.

Greenhouse Gas Emissions

As indicated in Table 5.7-3, *Mitigated Greenhouse Gas Emissions*, project implementation would result in 953.87 MTCO₂eq/yr, with the implementation of project design features. Thus, less than significant short-term and operational greenhouse gas emission impacts would occur with the proposed project. Greenhouse gas emissions from construction and operational activities would also occur with the Modified Layout Alternative, although to a lesser degree (an approximately 15 percent decrease in ADT), as compared to the proposed project. The project's combined construction and operational greenhouse gas emissions would also result in less than significant impacts from a cumulative perspective under this Alternative, although to a lesser degree than the proposed project.

The Modified Layout Alternative would be environmentally superior to the proposed project regarding greenhouse gas emissions, due to decreased mobile emissions.

Noise

Construction noise associated with the proposed project would result in less than significant impacts, with mitigation incorporated, regarding exposure to surrounding sensitive receptors to noise levels in excess of the established standards. Construction activities would cause less than significant increased mobile noise along access routes to and from the site due to movement of equipment and workers. The project's construction-related vibration impacts are also anticipated to be less than significant. Short-term noise impacts from demolition, grading, and construction activities would occur with the Modified Layout Alternative due to construction of the proposed buildings and improvements. Comparatively, this Alternative's construction-related noise impacts would be similar to the proposed project, given this Alternative would result in a similar development footprint. Therefore, the less than significant (with mitigation incorporated) short-term noise impacts that would occur with the proposed project would occur also with this Alternative.

Existing plus project modeled noise levels from long-term mobile sources are outlined in [Table 5.8-11, *Existing Noise Scenarios*](#), and range from 56.8 dBA to 68.7 dBA at 100 feet from the centerline. The proposed project would increase noise levels on the surrounding roadways by a maximum of 0.6 dBA along Marina Drive, west of 1st Street, thus, resulting in less than significant noise levels. Long-term noise impacts from additional vehicular travel on the surrounding roadway network would occur with the Modified Layout Alternative, although to a lesser degree than with the proposed project. Comparatively, this Alternative's mobile source noise impacts would be less than the proposed project, given this Alternative would decrease ADT by approximately 15 percent. Therefore, the mobile source noise impacts that would occur with the proposed project would occur also with this Alternative, although to a lesser degree.

Project implementation would result in less than significant impacts from stationary noise sources. The increased noise from residential stationary sources, which would be typical of surrounding residential uses, would occur with the Modified Layout Alternative also, because a residential subdivision would be developed. Therefore, the project's less than significant long-term noise impacts from stationary sources would occur also with this Alternative.

The Modified Layout Alternative would be neither environmentally superior nor inferior to the proposed project regarding noise impacts.

Geology and Soils

Less than significant impacts (with mitigation incorporated) involving soil erosion would occur with the proposed project. Soil erosion from grading and excavation operations would occur with this Alternative. Comparatively, similar impacts involving soil erosion would occur with the Modified Layout Alternative, as with the proposed project, due to a similar development footprint. Therefore, the less than significant (with mitigation incorporated) impacts involving soil erosion that would occur with the proposed project would occur also with this Alternative.

Implementation of the proposed project would result in less than significant impacts (with mitigation incorporated) involving the exposure of additional people or structures to potential adverse effects associated with seismic hazards (i.e., strong seismic ground shaking, and seismically induced liquefaction, lateral spreading, landsliding, settlement, and ground lurching), geologic

hazards (i.e., subsidence, shallow groundwater, and excavation-related sloughing/caving), and hazardous soils (expansive and corrosive). Implementation of the Modified Layout Alternative would expose additional people and structures to potential adverse effects associated with seismic, geologic, and soil hazards, since new land uses would be developed on the project site similar to the proposed project. Comparatively, this Alternative's impacts involving geology and soils would be similar to the proposed project, given this Alternative would also introduce additional people and structures on the project site. Therefore, the less than significant (with mitigation incorporated) impacts to geology and soils that would occur with the proposed project would occur also with this Alternative.

The Modified Layout Alternative would be neither environmentally superior nor inferior to the proposed project regarding geology and soils.

Hazards and Hazardous Materials

Implementation of the proposed project would result in less than significant impacts (with mitigation incorporated) involving the potential for accidental release of hazardous materials (i.e., asbestos containing materials (ACMs), lead-based paints (LBPs), soil/groundwater contamination, and underground oil pipelines). Implementation of the Modified Layout Alternative would result in the potential for accidental release of hazardous materials. Comparatively, this Alternative's impacts involving the potential for accidental release of hazardous materials would be similar to the proposed project, given this Alternative would involve a similar development footprint.

The Modified Layout Alternative would be neither environmentally superior nor inferior to the proposed project regarding impacts associated with the potential for accidental release of hazardous materials.

Hydrology and Water Quality

The proposed project would result in less than significant (with mitigation incorporated) short-term impacts to water quality associated with grading, excavation, and construction activities. Implementation of the Modified Layout Alternative would similarly result in short-term impacts to water quality. Comparatively, this Alternative's short-term impacts to water quality would be similar to the proposed project, given this Alternative would involve a similar development footprint.

The proposed project would result in long-term operational impacts to water quality and quantity, because permeable surfaces would be replaced with impermeable surfaces, new land uses would operate on the project site, and an increase in traffic volumes would occur. Implementation of the Modified Layout Alternative would result in long-term operational impacts to water quality and quantity. Although, this Alternative would generate less traffic volumes, the long-term impacts to water quality would be similar to the proposed project, given this Alternative would involve a similar development footprint.

The Modified Layout Alternative would be neither environmentally superior nor inferior to the proposed project regarding hydrology and water quality.

Population and Housing

As indicated in Table 5.12-4, *Proposed Project Compared to Existing Conditions*, the population growth associated with the project's residential development (48 DU) would be approximately 89 persons. Project implementation would induce less than significant population growth in the City with respect to local and regional forecasts. Based on 1.86 persons per household, the population growth associated with the Modified Layout Alternative's residential development (41 DU) would be approximately 76 persons. This Alternative is forecast to generate approximately 15 percent less population growth (or 13 fewer persons), when compared to the proposed project. The population growth projected to occur with the proposed project would occur also with the Modified Layout Alternative, although to a slightly lesser degree. Therefore, the less than significant impact involving population growth that would occur with the proposed project would occur also with this Alternative.

The displacement of one dwelling and approximately two persons resulting from project implementation is considered a less than significant impact. These displacements would occur also with the Modified Layout Alternative. Therefore, the less than significant impacts involving displacements of dwellings and persons that would occur with the proposed project would occur also with this Alternative.

The Modified Layout Alternative would be neither environmentally superior nor inferior to the proposed project regarding population and housing.

Public Services and Utilities

Implementation of the proposed project would place increased demands upon public services (i.e., fire and police protection, schools, and parks and recreation) and utilities and service systems (i.e., wastewater, water, solid waste, electrical, natural gas, and telephone). The Modified Layout Alternative would result in similar impacts associated with increased demands upon public services, and utilities and service systems, because a new residential subdivision would be developed. Therefore, the less than significant increased demands upon public services, and utilities and service systems that would occur with the proposed project would occur also with this Alternative.

The Modified Layout Alternative would be neither environmentally superior nor inferior to the proposed project regarding impacts to public services and utilities.

ABILITY TO MEET PROJECT OBJECTIVES

The Modified Layout Alternative would attain all of the project's objectives. A residential project that preserves the public views of the water and extends the existing urban form of the Old Town Neighborhood would be constructed. Open space and recreational opportunities for the residents of Seal Beach would be enhanced. Additionally, sustainable design and construction practices would be incorporated. The Modified Layout Alternative would also preserve public access to the beach through continued use of the San Gabriel River Bike Trail and 1st Street beach parking lot (i.e., the RESA).

7.3 “ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

Table 7-4, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Review of Table 7-4 indicates the No Project/No Build Alternative is the environmentally superior alternative, because it would avoid or lessen the majority of impacts associated with development of the proposed project. According to CEQA Guidelines Section 15126.6(e), “No Project” Alternative, “if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Accordingly, an environmentally superior alternative among the other alternatives is identified below.

**Table 7-4
Comparison of Alternatives**

Sections	No Project/ No Build	No Project/ 1996 DWP Specific Plan	Modified Layout
Land Use and Relevant Planning	✓	✓	=
Aesthetics/Light and Glare	✓*	✓*	✓
Biological Resources	✓	=	=
Cultural Resources	✓	=	=
Traffic and Circulation	✓	▲	✓
Air Quality	✓	▲	✓
Greenhouse Gas Emissions	✓	▲	✓
Noise	✓	▲	=
Geology and Soils	✓	=	=
Hazards and Hazardous Materials	✓	=	=
Hydrology and Water Quality	✓	=	=
Population and Housing	✓	✓	=
Public Services and Utilities	✓	=	=
▲ Indicates an impact that is greater than the proposed Project (environmentally inferior). ✓ Indicates an impact that is less than the proposed Project (environmentally superior). = Indicates an impact that is equal to the proposed Project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.			

The environmentally superior alternative is the Modified Layout Alternative because it eliminates the project’s only long-term significant and unavoidable impact. As concluded in the analysis presented above, the Modified Layout Alternative would subdivide the northern portion of the property into 41 residential lots, with front yards along 1st Street and Marina Drive, and the Central Way ROW prolongation (‘B’ Street) would be located approximately 300 feet south of Marina Drive, in alignment with the existing Central Way ROW (located east of 1st Street); refer to Exhibit 7-2, Key View – Modified Layout Alternative. This Alternative’s proposed modifications would change the orientation of the front yards, as compared to the project, which proposes side yards along these roadways. The proposed modifications would be in furtherance of the neighborhood’s desired pedestrian scale. Therefore, the project’s significant and unavoidable impacts involving the neighborhood’s visual character/quality would be avoided with the Modified Layout Alternative.

This Alternative's proposed modifications would relocate the Central Way prolongation approximately 50 feet south. Therefore, the project's significant and unavoidable impact associated with vehicle headlights would be avoided with the Modified Layout Alternative. In addition, the Modified Layout Alternative would create fewer impacts with regard to traffic and circulation, air quality, and greenhouse gas emissions. Moreover, this Alternative would fulfill all of the project's objectives.